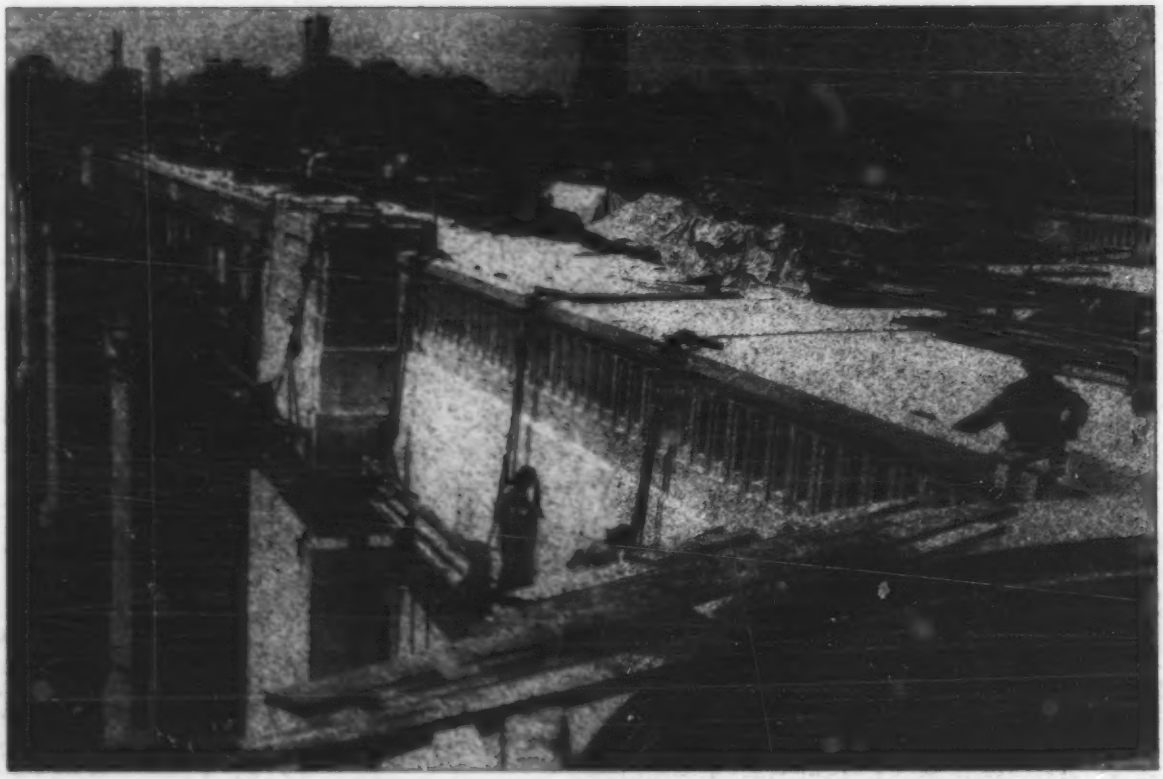
Culture and Communications

Ontario Heritage Bridge Program

Ministry of Transportation and Ministry of Culture and Communications



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Ministry of Transportation and
Ministry of Culture and Communications
Information Package

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Municipal Roads Branch
Municipal Transportation Division
Ministry of Transportation

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Introduction

Bridges can be important parts of our engineering and architectural heritage. Perhaps more than any other type of structure built by man, they exhibit major historical change and innovation in the development and use of materials, in design, and in construction methods. Oftentimes, bridges are a visual delight and make a positive contribution to amenity in their surroundings. In some cases, they are rare survivors of an important bridge type or are revered because of their age, historical associations or other publicly perceived values.

Many bridges, through renovation, can continue to serve vehicular traffic in an efficient and cost-effective way, while retaining their attractive appearance. Where bridges can no longer serve their original purpose, they may sometimes be adaptively re-used as recreational resources or tourist attractions. For all these reasons, heritage bridges are worth conserving wherever practicable and within our means.

The purpose of this information package is to inform the Region and District Offices of the Ministry of Transportation and other interested persons of the Ontario Heritage Bridge Program established by the Ministry of Transportation and the Ministry of Culture and Communications. Formulated to encourage the conservation of heritage road bridges throughout Ontario, the program comprises a number of features and policies. These are described in a series of information notices contained in this package.

The Listing of Heritage Bridges: Principles

One of the objectives of the Heritage Bridge Program is to make carefully considered and consistent decisions in allocating scarce funds for the conservation of heritage road bridges. The Ministry of Transportation and the Ministry of Culture and Communications have sought to avoid an ad hoc approach to conservation funding by identifying heritage road bridges in a systematic and comprehensive fashion, in advance of proposed undertakings which may affect a road bridge.

A sound and desirable way of doing this is by establishing a provincial list of road bridges which have heritage interest. In some parts of Canada, but more especially in the United States and many European countries, national or provincial lists identifying a variety of heritage buildings and structures play an important role in local planning and development matters. Most lists or registers are formally established by statute and many confer special protective measures on listed property.

The principle of establishing a provincial list of heritage road bridges to guide and inform decision making is thus well founded. The Ministries of Transportation and Culture and Communications have agreed therefore to establish, maintain and use such a list for Ontario.

This list will not be statutory. Moreover, although listing shall be a serious statement of status, the list is intended to be flexible and dynamic, with additions or removals from the list being made from time to time as deemed appropriate.

It is important to note that the listing of a road bridge does not confer protection. Provisions for conservation and protection are contained in the Ontario Heritage Act, R.S.O. 1980, and municipalities may use these measures where they find such action desirable.

Evaluating and Listing Heritage Bridges: Procedures

Evaluation

Evaluation of any physical object, policy or plan is an objective exercise that determines quality. It is an accepted idea in most areas of sound planning and decision making. The examination of road bridges from a heritage perspective is no different in principle from evaluating not only other heritage structures but also other physical objects.

A prerequisite for determining quality, and subsequent comparison with other like objects being evaluated, is establishing standards of measurement--criteria.

Criteria

The Ministry of Culture and Communications and the Ministry of Transportation, with the benefit of studies of their own and the review of work undertaken in the United States, have established a number of evaluation criteria for heritage bridges: age, builder, materials, design/style, prototypicality, structural integrity, and historical associations. (These criteria and their numerical scores are described in more detail in Evaluation Criteria, page 14.

Both ministries have agreed on the adoption of these criteria to evaluate any bridge proposed for listing.

Initial Listing

At the initiation of this program, both ministries selected a number of candidate bridges for evaluation, subsequent field checking and prospective nomination to the list. Following agreement on a minimum score necessary to render a bridge eligible for nomination, those bridges achieving that score were placed on the current list.

Spot Listing

In spot listing, a road bridge will be field-checked and evaluated against the established criteria by staff of the Ministry of Culture and Communications and the Ministry of Transportation. Bridges that achieve the specified minimum score will be placed on the list.

Conservation of Listed Heritage Bridges

Repair or replacement

The repair or replacement of any bridge, irrespective of whether the bridge is of heritage value, usually demands consideration of several design options. Repair or replacement made necessary by either structural deficiencies or functional obsolescence takes into consideration not only cost and service life, but also characteristics at the bridge site. Traffic volumes, the severity of the environment (in particular, hydrology and micro-climate) and the type of bridge are all of importance.

Conservation

In considering the conservation of listed bridges (i.e. those measures desirable to protect the bridge and its heritage attributes) conventional or accepted design options must be considered more rigorously than for a non-listed bridge.

Where a bridge remains part of the road system, structural improvements may be required from time to time to ensure that the bridge is structurally adequate to carry the expected loads. Both ministries see this as a accepted principle. It is also recognized that a principle of heritage conservation is the protection of heritage features from adverse effects. More particularly, the basic principle of the heritage bridge program is that listed municipal bridges should be conserved where the province and the bridge authority agree that this is feasible.

Options

For all listed bridges subject to repair or proposed for replacement, the ministries have agreed that a number of conservation options or strategies be considered. Eight conservation options are regarded as feasible in conserving heritage bridges.

They are listed here in descending order or preference, with options (g) and (h) being the least preferable:

(a) retention of existing bridge with no major modifications undertaken;
(b) retention of existing bridge with sympathetic modification;
(c) retention of existing bridge with sympathetically designed structure in proximity;
(d) retention of existing bridge no longer in use for vehicular purposes but adapted for pedestrian walkways, cycle paths, scenic viewing, etc.;
(e) relocation of bridge to appropriate new site for continued use (see c) or adaptive re-use (see d);
(f) retention of bridge as heritage monument for viewing purposes only;
(g) salvage of elements/members of bridge for incorporation into new structure or for future conservation work or displays;
(h) full recording and documentation of structure if it is to be demolished.

A listed bridge will not necessarily be conserved irrespective of technical, financial or other considerations. Nonetheless, decisions and strategies concerning the conservation of a listed bridge should take into account the evaluation criteria and the individual score the bridge has achieved. The higher the score, the more diligent should be the efforts to conserve the bridge in the most desirable manner possible.

Funding Sources for Renovating Listed Bridges in Municipal Ownership

General

A number of potential sources for funding have been identified by the Ministry of Transportation and the Ministry of Culture and Communications. Bridge authorities are encouraged to explore all funding sources when renovation work is required.

Potential Funding Sources

- Municipalities (local, county and region)
- Ministry of Transportation
- Ontario Heritage Foundation
- Ministry of Municipal Affairs
- Preserving Ontario's Architecture
- Conservation Authorities
- National Capital Commission
- National Parks Service
- Cultural Facilities Improvement Program
- Industrial and other corporate and private sources

Specific Funding Programs

A number of specific programs may hold potential for listed bridge renovation work. Enquiries respecting funding should be directed to the appropriate contact person or agency.

Potential Funding Sources for the Conservation of Listed Bridges in Addition to Municipalities or other Local Authorities (C.A.S., N.C.C., etc.)

Program	Agency	Types Objectives	Grant Amount	Eligibility Criteria	Conditions	Contact
Roads, Bridges & Culverts Program	MTO	Subsidy – Public Safety & Transportation efficiency	Subsidy at level of current Ministry policy		Municipal Financial Contribution	MTO District Offices
Architectural Conservation Program	OHF	Grants – Heritage Preservation	Discretionary, usually not more than 50% of "Heritage Increment"		Normally designation under Ontario Heritage Act and/or Easement	Supervisor, Architectural Conservation, Heritage Unit, MCC
Ontario Neighbourhood Improvement Program	MMA	Grants – Repairs & Construction of Municipal Facilities including Roadworks	50% shared with Municipality		Official Plan Statement; Property Stan. & Occup. By-law	Manager, Program Operations, Community Renewal Branch, MMA
Preserving Ontario's Architecture, POA (Formerly BRIC)		Grants – Conservation of Heritage Structures				
		Designated Properties	$3,000 Each Max.	Designated under Ontario Heritage Act	Matching Owner Funds	Supervisor, Architectural Conservation Unit, Heritage Unit, MCC
		Heritage Conservation District	Municipality with H.C.D.	Designated under Ontario Heritage Act	Matching Municipal Funds	
		Revolving Heritage Fund Fund	Formula viz. Population plus Guidelines		Matching Municipal Funds	
Cultural Facilities Improvement Program (CFIP)	MCC	Heritage Structure Preservation	1/3 of eligible restoration costs	Designated under Ontario Heritage Act	Matching Municipal and/or MTO Funds	MCC Regional Offices

Program	Agency	Types Objectives	Grant Amount	Eligibility Criteria	Conditions	Contact
National Parks Service Co-op Program		Cost Sharing Agreements – Heritage Conservation	Municipal 1/3 Province 1/3 Federal Grant 1/3 e.g. Victoria Hall, Cobourg		Historic Sites & Monuments Board Designation (or National Register Listing if this Program is put in place)	Director, Ontario Region, National Parks Service
Private Foundation's Programs	Ivey Foundation (London) Bronfman Foundation (Montreal) Devonian Foundation (Alberta) MacDonald-Stuart Foundation (Montreal)				Individual Organizations	

Ministry of Transportation Subsidy Funding

General

Subsidy for the rehabilitation of bridges on municipal road systems is available through the road subsidy programs of the Ministry of Transportation. Bridges that are defined and listed as heritage bridges by the province, are eligible for such subsidies, and structure conservation will be encouraged.

Program Administration

1. **Eligibility**

- The bridge must be on a public road under municipal jurisdiction;
- The municipal council must have formally decided that rehabilitation is desirable;
- Rehabilitation must result in an effective, safe facility suitable for the road service required;
- Replacement structures are subject to normal funding and eligibility requirements and are not considered to be in the heritage category;
- Bridges removed from the road system, converted to pedestrian use, historic sites, etc., are not eligible for MTO subsidy.

2. **Funding**

- The normal bridge subsidy rate applicable to the municipality will apply to the heritage bridge;
- The ministry reserves the right to establish maximum subsidy limits when rehabilitation costs are estimated to be higher than replacement costs or when there is questionable cost effectiveness;
- Direct contributions from federal or provincial sources will be deducted prior to calculating the cost of a project eligible for MTO subsidy. Where other subsidy programs requiring matching funding are employed, a deduction of both shares of the applicable costs will be made prior to determining the amount eligible for MTO subsidy. Private contributions will not be so deducted;
- Ontario Heritage Foundation grants will be considered a "heritage" contribution by the province to the municipality and will not be deducted from the cost of the project when determining the amount eligible for subsidy.

Example: Bridge Rehabilitation Project - Total Estimated Cost - $350,000

(a) Direct Federal contribution	$ 25,000	$ 50,000
Direct Provincial contribution	$ 25,000	
(b) Other Provincial Subsidy (50%) Program	$ 25,000	$ 50,000
Municipal Share	$ 25,000	
(c) Ontario Heritage Foundation Grant	$ 20,000	$ 30,000
Private contributions	$ 10,000	

Deductions (a) 50,000 + (b) 50,000 = $100,000
Allowed as part of Municipal Share (c) = $ 30,000
Project Cost Eligible for MTO subsidy $350,000 - $100,000 = $250,000

Contacts

Heritage bridges are considered as one part only of the normal administration of municipal road subsidies. Contacts for information on specific structures should be made through the following ministry district offices.

Ministry of Transportation
Regional and District Offices

Southwestern Region (London)

P.O. Box 5338
659 Exeter Road
London, Ontario
N6A 5H2
Telephone: (519) 649-3030

District No. 1 (Chatham)
P.O. Box 910
60 Keil Drive South
Chatham, Ontario
N7M 5L3
Telephone: (519) 354-1400

District No. 2 (London)
P.O. Box 5338
659 Exeter Road
London, Ontario
N6A 5N2
Telephone: (519) 649-3049

District No. 3 (Stratford)
P.O. Box 8
581 Huron Street
Stratford, Ontario
N5A 6S8
Telephone: (519) 271-3550

District No. 5 (Owen Sound)
P.O. Box 520
1450 Seventh Avenue East
Owen Sound, Ontario
N4K 5R1
Telephone: (519) 376-7350

Central Region (Toronto)

1201 Wilson Avenue
West Tower, 1st Floor
Downsview, Ontario
M3M 1J8
Telephone: (416) 235-2771

District No. 4 (Burlington)
P.O. Box 5020
1182 North Shore Blvd. East
Burlington, Ontario
L7R 3Z9
Telephone: (416) 637-5625

District No. 6 (Toronto)
Atrium Tower, 1st Floor
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8
Telephone: (416) 235-5395

District No. 7 (Port Hope)
P.O. Box 150
138 Hope Street North
Port Hope, Ontario
L1A 3W3
Telephone: (416) 885-6381

Eastern Region (Kingston)

Postal Bag 4000
355 Counter Street
Kingston, Ontario
K7L 5A3
Telephone: (613) 544-2220

District No. 8 (Kingston)
Postal Bag 4000
355 Counter Street
Kingston, Ontario
K7L 5A3
Telephone: (613) 545-4677

District No. 9 (Ottawa)
P.O. Box 9530 Terminal
530 Tremblay Road
Ottawa, Ontario
K1G 0E4
Telephone: (613) 745-6841

District No. 10 (Bancroft)
P.O. Box 300
64 Monck Road
Bancroft, Ontario
K0L 1C0
Telephone: (613) 332-3220

Northern Region (North Bay)

P.O. Box 3030
447 McKeown Avenue
North Bay, Ontario
P1B 8L2
Telephone: (705) 472-7900

District No. 11 (Huntsville)
207 Main Street West
Huntsville, Ontario
P0A 1K0
Telephone: (705) 789-2391

District No. 13 (North Bay)
P.O. Box 3030
477 McKeown Avenue
North Bay, Ontario
P1B 8L2
Telephone: (705) 472-7900

District No. 14 (New Liskeard)
P.O. Box 1390
500 Rockley Road
New Liskeard, Ontario
P0J 1P0
Telephone: (705) 647-6761

District No. 16 (Cochrane)
P.O. Bag 5000
50 Third Avenue
Cochrane, Ontario
P0L 1C0
Telephone: (705) 272-4333

District No. 17 (Sudbury)
P.O. Box 7000, Station A
Sudbury, Ontario
P3A 4S2
Telephone: (705) 522-9380

Northwestern Region (Thunder Bay)

P.O. Box 1177
615 South James Street
Thunder Bay, Ontario
P7C 4X9
Telephone: (807) 473-2000

District No. 18 (Sault Ste. Marie)
P.O. Box 500
160 MacDougall Street
Sault Ste. Marie, Ontario
P6A 5M6
Telephone: (705) 942-8120

District No. 19 (Thunder Bay)
P.O. Box 1177
615 South James Street
Thunder Bay, Ontario
P7C 4X9
Telephone: (705) 473-2000

District No. 20 (Kenora)
P.O. Box 5070
808 Robertson Street
Kenora, Ontario
P9N 3X9
Telephone: (807) 468-6494

Ontario Heritage Foundation Funding

General

The Ontario Heritage Foundation is an agency of the Ministry of Culture and Communications which was created to assist and encourage the preservation of the province's heritage and culture. The Foundation is guided by a board of some thirty private citizens who come from all parts of Ontario. They are appointed by the Lieutenant Governor in Council because of their particular interest and ability in the field of heritage conservation.

The work of the Foundation falls into several interrelated areas, one of which is the conservation of buildings of historical importance or architectural value. Grants or loans may be made to encourage renovation and restoration. Helpful advice on preservation is offered to organizations and individuals, including assistance with the establishment of local architectural conservation programs.

Listed Bridge Funding

The Ontario Heritage Foundation recognizes the renovation of listed bridges as an activity eligible for grant aid under the Foundation's financial assistance program for architectural conservation.

Contacts

Contact for general information or for specific projects should be made to the Chairman, Ontario Heritage Foundation, 77 Bloor Street West, 2nd Floor, Toronto, Ontario M7A 2R9.

Communications' Strategy for Listed Heritage Bridges

General

A communications' strategy has been developed to ensure that all interested parties are informed and given the opportunity to participate in decision making, wherever appropriate, in dealing with listed bridges matters. Where staff of the Ministries of Transportation and Culture and Communications in their discussions are unable to reach agreement on a listed bridge matter, it will be necessary for the Heritage Bridges Advisory Group comprised of senior staff from the respective ministries to consider the matter further and to subsequently advise their deputy ministers of the action they would recommend.

The Communications' Procedures

The communications' procedures to be followed are as follows:

1. Municipality identifies problem of structural deficiency or functional obsolescence, etc.; or makes request to investigate eligibility of a bridge for spot listing;
2. The Ministry of Transportation District Office is contacted by municipality; determines if bridge is on list or if it has potential for spot listing; advises municipality of Heritage Bridge Policy;
3. If bridge is on list or has potential for spot listing, the Ministry of Transportation District Office contacts the Ministry of Transportation Structural Office and the Ministry of Transportation Municipal Roads Office. The Structural Office will inform the Heritage Branch of the Ministry of Culture and Communications;
4. The Ministry of Culture and Communications Heritage Branch reviews case with the Ministry of Transportation Structural Office and contacts the Ministry of Transportation Municipal Roads Office, to confirm or question listing status;
5. The Ministry of Culture and Communications Heritage Branch together with the Ministry of Transportation Structural Office and Municipal Roads Office discuss and agree on application of the policy for listed bridge viz. appropriate conservation option and funding sources, and advises municipality accordingly;
6. The Ministry of Culture and Communications Heritage Branch informs Ontario Heritage Foundation of situation;
7. The Ministry of Culture and Communications staff provide guidance to municipality on other sources of funding to be investigated beyond the Ministry of Transportation subsidy;
8. The Ontario Heritage Foundation, when approached by municipality, considers funding assistance;
9. The Ministry of Transportation provides subsidy as per heritage bridges policy, and project proceeds;
10. If Ministry of Transportation and Ministry of Culture and Communications staff are unable to reach agreement as per (5), then the Heritage Bridges Advisory Group shall consider the matter further and, where agreement is reached, the project shall proceed. Where the Group cannot agree, the matter is referred to the respective deputy ministers for resolution. (The Heritage Bridges Advisory Group consists of the Executive Director, Municipal Transportation Division, Ministry of Transportation; Executive Director, Highway Engineering Division, Ministry of Transportation; Director, Heritage Branch, Ministry of Culture and Communications; and Chairman of the Architectural Conservation Committee, Ontario Heritage Foundation.)

Listed Heritage Bridges in Provincial Ownership: Principles and Procedures

Although the majority of listed bridges will be under municipal jurisdiction, a number will be in provincial ownership.

The principles and procedures of the listed bridge program concerning evaluation, nomination and conservation strategies apply equally to bridges in municipal and provincial ownership.

In other aspects, however, principles and procedures differ with listed bridges in provincial ownership. The funding of conservation work for a listed bridge in provincial ownership by necessity will be the responsibility of the Ministry of Transportation. The Ontario Heritage Foundation does not fund conservation work for provincially owned property.

Environmental Assessment

In addition, the Ministry of Transportation has adopted a comprehensive system of environmental assessment. Major modifications to, or replacement of, provincial road bridges are subject to the requirements of the Environmental Assessment Act, 1975, either as specific assessments or as a class assessment.

Irrespective of the administrative process of planning, design and assessment adopted by the Ministry of Transportation, listed bridge status must be considered as an important factor in the process of environmental assessment. Due regard should be given to the heritage attributes of the listed bridge and the various conservation strategies described in this report.

Accordingly, both ministries have agreed as a matter of policy:

1. That the Ministry of Transportation shall have regard to listed provincial bridges in its undertakings subject to the Environmental Assessment Act, 1975.
2. That the Ministry of Transportation will circulate to the Ministry of Culture and Communications all reports prepared for a specific or class environmental assessment where the undertaking affects a listed provincial bridge.
3. That the Ministry of Transportation give special consideration to those conservation strategies identified in the heritage bridge program in proposing and evaluating mitigation measures where a listed provincial bridge may be adversely affected by an undertaking.

Evaluation Criteria

MINISTRY OF TRANSPORTATION AND MINISTRY OF CULTURE AND COMMUNICATIONS
ONTARIO HERITAGE BRIDGE PROGRAM
HERITAGE BRIDGE EVALUATION CRITERIA

SUMMARY

General Category	Criterion	Maximum Score
Documentation (page 15)	Builder	6
	Age	14
Technology (page 16)	Materials	4
	Design/Style	16
	Prototype	10
	Structural Integrity	10
Bridge Aesthetics and Environment (page 17)	Visual Appeal	12
	Integrity	4
	Landmark	6
	Gateway	4
	Character contribution	4
Historical (page 19)	Historical Association	10
Total Score		100

Criterion

General Category	Points	Comments
A. DOCUMENTATION		
1. Builder		
a) Unknown	0	
b) Known; undetermined contribution	2	Companies, engineers, builders about which there is little present information may be elevated to categories c) and d) as knowledge increases.
c) Known; prolific builder-designer	4	Companies, engineers, builders responsible for large numbers of bridges utilizing standard forms, elements, e.g. Ontario Department of Highways, Wrought Iron Bridge Co.; Dominion Bridge Building Co.
d) Known; unusual designer	6	Innovative companies, engineers, builders having major impacts on the development of bridge design, e.g. W.A. McLean; Barber and Young; Ontario Department of Highways.
Maximum Score	**6**	
2. Age		
pre 1880	14	This criterion recognizes the value placed by society on the age of artifacts. Old structures, irrespective of whether they are ill- or well-designed, are often seen to have value simply because they still remain in our environment. Given the physical legacy of 120 years of bridge building, radical changes in pace and form of physical development prove a threat to many bridges built as late as the 1950s.
1880-1900	12	
1901-1910	10	
1911-1920	8	
1921-1930	6	
1931-1940	4	
1941-1950	2	
Maximum Score	**14**	Points may be awarded when date can be accurately determined from date plates, newspaper accounts, plans, etc. When date can only be estimated from design/materials it may be necessary to deduct one point.

Criterion

General Category	Points	Comments
B. TECHNOLOGY		
3. Materials		
a) Wrought Iron	4	Wrought iron and stone are afforded high priority because these materials are no longer in use. Category "Other" means only materials not normally used in bridges or that have not gained favour, as well as unusual combinations of materials used in superstructure, piers or abutments.
or		
b) Stone	4	
or		
c) Other (not normally in use)	4	
Maximum Score	**4**	
4. Design/Style		
a) Unique	16	The only one of its kind. It may be eccentric, odd, an exaggerated version by virtue of its size, sophistication, use of a particular truss type, e.g. Sioux Narrows, Burlington Skyway.
or		
b) Typical; but rare as survivor	16	In any given period many bridges will be built which are typical of their age, being neither unique nor unusual. The ravages of time, climate and changing transportation requirements may have seen a number of such bridges disappear. The survivors may now be rare.
or		
c) Unusual	16	Included here are bridges of which only a small number may have been built and perhaps a smaller number now remain, e.g. suspension spans, stone arches.
Maximum Score	**16**	
5. Prototype		
a) Prototype	10	A bridge may possess a technological or stylistic innovation or adaption, which marks it as a first of a type, an early example or an important improvement, e.g. reinforced concrete bridge at Massey; concrete bowstring arch, Etobicoke.
or		
b) Early example	10	
Maximum Score	**10**	

Criterion

General Category	Points	Comments
6. Structural Integrity		
a) No significant modifications	10	Bridges are often modified to remedy a variety of deficiencies, i.e. structural, transportation, hydrological. Those that have escaped unchanged are more often than not a rarity and thus of importance in illustrating their original form. Many bridges may have been modified over the years to the extent that they are no longer recognizable.
b) Sympathetic modifications	5	A few, however, may still be able to illustrate their original form because of sympathetic modifications, e.g. QEW widening/Bronte Creek; unobtrusive strengthening in Blackfriars Bridge; or other renovation and repair work.
Maximum Score	**10**	
C. BRIDGE AESTHETICS AND ENVIRONMENT		
7. Visual Appeal		
a) Design merits	10	This criterion addresses the intrinsic worth of a structure beyond its technological and functional characteristics. It may be an attractive structure because it is well designed and admirably fitted to a particular site, e.g. Sioux Narrows, Massey, Bronte Creek/QEW. Such a structure will always enhance its environment rather than detract. The removal of such a structure would be detrimental to the ambience of the setting.
b) Ornamentation/Decoration	2	Decoration or ornamentation, whether discreet or ostentatious, adds visual interest to the structure. It may appear in sculptured forms, balustrading, light standards, piers, cross members, portals, etc.
Maximum Score	**12**	

Criterion

General Category	Points	Comments
8. Integrity		
a) At original location	4	Original locations are often benchmarks in the past development of a particular environment, and they often contribute to a strong sense of place.
Maximum Score	**4**	
9. Landmark		
a) Physical prominence	6	A bridge may be a visually prominent feature in the landscape, either from the road or some other vantage point. Landmarks may be used by people as guides for moving through an area, or more simply for adding interest in the environment, e.g. Welland Canal lift bridges, Skyway, etc.
or		
b) Public perception	6	Bridges may be perceived as landmarks in the community and have a symbolic importance rather than a purely visual or aesthetic value.
Maximum Score	**6**	
10. Gateway		
a) Entrance/exit occurrence	4	In some instances, particularly urban areas, certain bridges may assume the function of a gateway, albeit quasi, emphasizing to drivers and pedestrians that they are entering into or leaving a specific area. The gateway function may be recognized either as a funnelling phenomena as at Caledonia, or as a prominent superstructure on the road, e.g. Port Colborne, Hamilton.
Maximum Score	**4**	

Criterion

General Category	Points	Comments
11. Character contribution	4	A bridge, together with other buildings or structures, may contribute to a particular character or atmosphere of an area. This is more readily identifiable in certain places than others, e.g. stone bridges, St. Marys.
Maximum Score	**4**	
D. HISTORICAL		
12. Historical Association		
a) Associated with person/group	10	Associated with the life or activities of a person or group that has made a significant contribution to the community, province or nation, e.g. entrepreneurs, politicians, etc.
or		
b) Associated with event	10	Associated with a significant event that contributed to the future activities of a community, province or nation, e.g. road building programs, public work projects.
or		
c) Associated with theme	10	Associated with and illustrative of significant patterns of cultural, social, political, economic or industrial history, e.g. Depression era, urban growth.
or		
d) Associated with former bridges	10	Associated with former bridges that have served the same site or locale, i.e. a traditional river crossing.
Maximum Score	**10**	

The Ontario Heritage Bridge List as of 1990
(Survey work is continuing)

MOT Site #	Location	Owner	Bridge Name	Structure Type
1-202	Paris	Mun.	Willow Street	Wrought iron through truss, 1877, (Demolished and recorded for the OHF 1988).
3-6	Galetta	Mun.	Fifth Line	Concrete arch, 1919
3-74	Ottawa	Mun.	Hurdman's	Concrete arch, 1906-07, (Demolished, c.1987)
3-77	Ottawa	Mun.	Lemieux Island	Concrete arch, 1916
3-79	Ottawa	Mun.	Booth Street	Stone arch, 1873
3-80	Ottawa	Mun.	Lloyd Street	Stone arch, 1873
3-81	Ottawa	Mun.	Lett Street	Stone arch, 1873
3-84	Ottawa	Mun.	Pooley's	Stone arch, 1873
3-88	Ottawa	Mun.	Laurier Avenue	Steel arch, 1900
3-92	Ottawa	Mun.	Porters Island	Steel through truss, 1894
3-94	Ottawa	Mun.	Cummings	Concrete arch, 1920
3-95	Ottawa	Mun.	O'Connor Street	Concrete arch, 1907
3-96	Ottawa	Mun.	Bank Street	Concrete arch, 1911-12
3-107	Ottawa	Reg.	Billings	Steel beam, 1915
3-211	Ottawa	Reg.	Pretoria	Vertical lift, 1880, (Rebuilt 1981)
3-229	Ottawa	Mun.	Minto Street	Steel through truss, 1900
7-9	Palmerston	Cty.	Mud Lake	Pin-connected steel through truss, 1900
9-2	Caledonia	Mun.	Caledonia	Concrete bowstring, 1927
10-2	Eden Mills	Mun.	York Street	Concrete bowstring, 1913
10-34	Norval	Reg. Mun.	Norval	Wrought iron pony truss, 1885, (Removed 1987)
10-150	Oakville	Prov.	QEW	Open spandrel concrete arch, 1936
11-80	Tweed	Cty.	Tweed	Pin-connected steel pony truss, 1893
13-77	Thamesville	Prov.	Thames River	Steel through truss, 1937
13-114	Chatham	Mun.	Fifth Street	Scherzer rolling lift, 1931

MOT Site #	Location	Owner	Bridge Name	Structure Type
13-142	Raleigh/ Dover	Cty.	Prairie Siding	Steel through truss and Strauss trunnion, 1925 (Demolished)
13-329	Chatham	Mun.	McGregor Creek Pedestrian	Steel pony truss, swing, 1896
15-14	Pakenham	Mun.	Pakenham	Stone arch, 1901
15-100	Perth	Mun.	Beckwith Street	Steel pony truss, swing, 1889
15-103	Perth	Mun.	Tay Canal	Stone arch, 1901
15-122	Smiths Falls	Mun.	Beckwith Street	Stone arch, 1873
16-14	Marlborough	Cty.	Burritt's Rapids	Steel through truss, swing, 1897
16-47	Lyndhurst	Mun.	Lyndhurst	Stone arch, 1856
16-140	Gananoque	Mun.	Gananoque River	Wrought iron through truss, 1911
16-199	North Crosby	Cty/Fed	Upper Rideau	Steel through truss, swing, 1898
17-85	Wilton	Mun.	Wilton	Stone and concrete arch, 1910
18-104	St. Catharines	Prov.	Henley	Open spandrel concrete arch, 1939
19-262	London	Mun.	Blackfriars	Wrought iron bowstring truss, 1875
19-402	Caradoc	Cty.	Muncey	Steel pony and through truss, 1903 (Demolished 1986)
22-152	Whitby	Prov.	Henry Street	Concrete rigid frame, 1940
22-355	Rama	Prov.	Lawlor	Concrete arch, 1909
23-279	S. Norwich Twp.	Mun.	Big Otter Creek	Steel pony truss, 1900
25-155	Stratford	Conn. Link	Hwy. 8	Stone arch, 1885
25-239	Blanshard	Mun.	Glengowan	Pin-connected steel pony truss, 1915
25-251	St. Marys	Mun.	Church Street	Stone arch, 1884
25-254	St. Marys	Mun.	Victoria	Stone arch, 1865
26-78	Peterborough	Mun.	Ashburnham (Hunter St.)	Concrete arch, 1919-21
26-79	Peterborough	Mun.	Inverlea	Concrete arch, 1911
26-131	Douro	Fed.	Young's Point	Pin-connected steel through truss, 1885

Mot Site #	Location	Owner	Bridge Name	Structure Type
29-85	Eganville	Conn. Link	Eganville	Stone arch, 1903
30-28	Coldwater (Village)	Mun.	Reinbird Street	Steel pony truss, 1931
30-29	Coldwater (Village)	Mun.	Mill Street	Steel pony truss, 1931
32-145	Kirkfield	Cty.	Centennial Park Road	Concrete bowstring, 1917
33-58	West Montrose	Prov.	West Montrose	Covered bridge, 1881
33-84	Bridgeport	Mun.	Bridgeport	Concrete bowstring, 1934
33-136	Freeport	Mun.	Freeport	Concrete bowstring, 1926
33-180	Cambridge	Mun.	Main Street	Concrete bowstring, 1931
35-206	W. Garafraxa	Mun.	Gibson	Concrete bowstring, 1917
35-272	Elora	Cty.	Irvine Creek	Open spandrel concrete arch, 1921
35-274	Pikington	Mun.	Cox Creek	Concrete bowstring, 1917
35-277	Nichol	Cty.	Hagan's	Concrete bowstring, 1917
35-333	Puslinch	Mun.	Boundary/ McQuillan's	Concrete bowstring, 1917
36-23	Hamilton	Mun.	York Blvd.	High-level steel cantilever, 1932
37-349	Etobicoke/ Mississauga	Mun.	Middle Road	Concrete bowstring, 1909
37-380	Toronto	Reg.	Bathurst Street	Steel through truss, 1916
37-420	Toronto	Mun.	Ship Canal/ Cherry Street	Strauss trunnion bascule, 1930
37-439	York (City of)	Mun.	Old Mill	Concrete arch, 1916
37-481	Toronto	Reg.	Prince Edward Viaduct	Steel truss arch, 1918
37-491	Toronto	Mun.	Glen Road	Steel truss arch, 1928
37-527	York (City of)	Mun.	Glen Cedar Road	Steel deck truss, 1912 (Replicated 1989)

MOT Site #	Location	Owner	Bridge Name	Structure Type
37-855	Scarborough (City of)	Mun.	Sewell's Road	Suspension bridge, 1912
37-1038	E. Gwillimbury	Mun.	Joe Kelley's	Steel pony truss, swing, 1911
41-47	Keewatin	Conn. Link	Keewatin Channel	Steel truss arch, 1938
41-71	Sioux Narrows	Prov.	Sioux Narrows	Timber through truss, 1936
41-113	Keewatin	Mun.	Port Bay	Steel through truss, 1925
42-27	Port Sandfield	Dist.	Port Sandfield	Steel arch truss, swing, 1924
42-122	Huntsville	Dist.	Huntsville	Steel arch truss, swing, 1938
43-67	Commanda Twp.	Conn. Link	Duchesnay Creek	Timber deck truss, 1937
44-119	Ryerson	Mun.	Ryerson Swing	Steel pony truss, swing, 1920
44-235	Magnetawan	Mun.	Nipissing Road	Steel pony truss, swing, 1924
46-189	Massey	Mun.	Massey	Concrete arch, 1906
48-91	Thunder Bay	Mun./CN	Kaministiquia River	Steel through truss, swing, 1909
49-2	Little Current	Prov.	Little Current	Steel truss, swing bridge, 1913
548-5	Paipoonge Twp.	Prov.	Kaministiquia River	Steel truss, 1912 (Replaced, 1988)
548-80	Thunder Bay	Mun.	McKellar	Scherzer rolling lift, 1911-14
548-93	Thunder Bay	Mun./CP	Jacknife	Strauss trunnion bascule, 1911

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